2015 MSA FORMULA

CERTIFIED BY FIA, POWERED BY FORD ECOBOOST

SPORTING REGULATIONS

2015 MSA FORMULA - CERTIFIED BY FIA, POWERED BY FORD ECOBOOST

The first step on the ladder from karting to Formula 1

The world of single-seater racing has undergone a radical shift in the last decade, as more formulae come and go, making the path to Formula 1 more confusing than ever. In an attempt to clearly set out the path, the FIA has created Formula 4.

The 2015 MSA Formula certified by FIA, powered by Ford EcoBoost will transform the junior motorsport scene in Britain with the FIA and MSA ensuring consistent organisation, technical fairness, sporting relevancy and stability for teams and drivers alike.

With its place on BTCC, Britain's premier motorsport package, MSA Formula will become the sole regular single seater support championship for the BTCC's programme, with three races at each of the ten TOCA-organised Events, plus the benefit of live TV coverage.

The thirty race format provides young drivers with the maximum track time balanced with value for budget. Combine this with the unrivalled profile and learning opportunities which MSA Formula will provide and the result is a superb springboard to success on the motorsport ladder for new drivers.

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction

The 2015 MSA Formula certified by FIA, powered by Ford EcoBoost is organised by the British Racing & Sports Car Club [BRSCC] and promoted by Racingline Limited and Ford Motor Company in accordance with the General Regulations the of Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these Championship Regulations and the Commercial Undertakings as issued by Racingline Limited.

MSA Championship Permit No – **CH2015/R005**
Race Status – **National A**
MSA Championship – **Grade B**

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation [D 11.1.3] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Championship Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 Officials

1.2.1 **Championship Co-ordinator**
Penny Mattocks

1.2.2 **Championship Eligibility Scrutineer**
Nigel Jones

1.2.3 **Championship Stewards**
1.2.3.1 D Furlong, E Jones, R Norbury and D Walton
Any three Championship Stewards will constitute a quorum.

1.2.3.2 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship Regulations.

1.2.3.3 Championship Stewards are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for any breach of Championship Regulations after holding a formal hearing to impose a penalty in accordance with MSA Regulation [C 2.1.1] (subject to the rights of appeal provided for in Section C)

1.2.3.4 In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

1.2.4 **Permanent Clerk of the Course**
David Pierre

1.3. Competitor Eligibility

1.3.1 Entrants must:
a) be fully paid up valid membership card holding members of the BRSCC and

b) be Registered for the Championship and
c) be in possession of a valid MSA Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:
a) be current Members of the BRSCC and
b) be Registered for the Championship and
c) be in possession of valid MSA Competition (Racing) National A status Licence as a minimum, or
(i) as the Championship has been authorised by the MSA, a valid MSA Competition (Racing) National B licence, with the Driver having satisfactorily completed the Advanced ARDS course in accordance with MSA Regulations [H 14.2.3.1], or
(ii) as the Championship has been authorised by the MSA, to accept Drivers who have achieved their 15th birthday in accordance with MSA Regulation [Q3.5], or
(iii) be a Professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country - MSA Regulation [H26.2.1 applies],
d) and, if participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of the education establishment.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4. Registration

1.4.1 All competitors must register for the Championship by returning the Registration Form fully completed with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first round being entered.

1.4.2 An Entrant registered for the championship may run a maximum of three cars in the championship.

1.4.2 The Registration Fee is £2,500 plus VAT (at the prevailing rate) and is payable to RacingLine Limited.

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship. Registration numbers will be allocated between 2 and 99. Competition number 1 will only be allocated to the winning team in the Teams Cup from the 2014 Dunlop MSA Formula Ford Championship.

Drivers or Entrants will be able to request or select competition numbers at the point at which the Registration Fee payment is cleared. No competition number will be repeated to another competitor during the season. Final number allocation is at the discretion of the organisers.

1.4.4 Acceptance or rejection of the registration for the championship is at the discretion of the organisers.

1.5. Championship Rounds

The Championship will be contested over 10 events as follows:

Rounds	Date	Venue	Club
1 to 3	4/5 April	Brands Hatch (Indy)	BARC
4 to 6	18/19 April	Donington Park (National)	BARC
7 to 9	9/10 May	Thruxton	BARC
10 to 12	6/7 June	Oulton Park (Island)	BARC
13 to 15	27/28 June	Croft	BARC
16 to 18	8/9 August	Snetterton (300)	BARC

19 to 21	22/23 August	Knockhill	BARC
22 to 24	5/6 September	Rockingham (ISCC)	BARC
25 to 27	26/27 September	Silverstone National	BARC
28 to 30	10/11 October	Brands Hatch (GP)	BARC

1.6. Scoring

1.6.1 Points will be awarded to the Competitors registered for the Championship listed as classified finishers in the Final Results for each race as follows

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
25	18	15	12	10	8	6	4	2	1

All other finishers – 1 point. Fastest lap in each race – 1 point. Achieving the fastest time in the qualifying session – 5 points.

1.6.2 The title of '2015 MSA Formula – Certified by FIA, Powered by Ford EcoBoost Champion of Great Britain' will be awarded to the driver with the highest number of Driver Championship Points from all qualifying rounds run less any penalty points incurred in accordance with Article 3.2.2.

1.6.3 Ties shall be resolved using the formula in [W 1.3.4] in the current MSA yearbook.

1.6.4 Where the race distance has been reduced it shall still count as a full points scoring round.

1.6.5 **Rookie Class Cup**

In addition registered drivers who have never previously raced a car of any type will be eligible to score points for the Rookie Class Cup. Points will be awarded to all Rookie class competitors listed as classified finishers in class in the Final Results for each race as follows:

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
25	18	15	12	10	8	6	4	2	1

All other rookie class finishers – 1 point. Fastest lap by a rookie in each race – 1 point. Achieving the fastest time in the qualifying session by a rookie class driver – 5 points.

The title of '2015 MSA Formula – Certified by FIA, Powered by Ford EcoBoost Rookie Champion' will be awarded to the driver with the highest number of Rookie Class Points from all qualifying rounds run less any penalty points incurred in accordance with Article 3.2.2.

1.6.6 **Teams Cup**

In order to be eligible to score points in the Teams Cup, the Team must be in possession of a valid MSA Entrants Licence. The two fastest registered drivers in the qualifying session from each Team will automatically become the nominated drivers to score points towards the Teams Cup. Points will be awarded to these nominated drivers listed as classified finishers (ignoring all non-nominated drivers) in the Final Results of the race as follows:

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
25	18	15	12	10	8	6	4	2	1

The Teams Cup will be awarded to the Entrant with the highest number of Teams Cup points scored from all qualifying rounds run.

1.6.7 **Nations Cup**

Points will be awarded to the highest placed registered driver from each country (excluding UK) listed as a classified finisher in the Final results of the race as follows:

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
25	18	15	12	10	8	6	4	2	1

The Nations Cup will be awarded to that country with the highest number of Nations Cup points scored from all qualifying rounds run. A competitor's nationality will be determined by their passport.

1.6.8 Should the Driver setting the fastest lap be excluded from the race results for any reason, the point for the fastest

race lap will be awarded to the driver who set the next fastest lap. If two or more drivers achieve the same fastest lap time, each driver will be allocated one point.

1.7. Awards

1.7.1 All awards are provided by RacingLine Limited

1.7.2 **Per Round**

Trophies for 1st, 2nd and 3rd placed Championship drivers
Trophies for 1st, 2nd and 3rd placed Rookie Class drivers
Spirit Award – made to any team/driver/person who demonstrates good sportsmanship, or promotion of the Championship or motorsport in general.

1.7.3 **Championship**

Championship & Rookie Class Cup	Trophies for 1st, 2nd & 3rd placed drivers
Teams Cup	Trophy for winner
Nations Cup	Trophy for winner

1.7.4 Trophies will be provided for presentation at the end of each round. All registered drivers who finish in the top three Championship positions and Rookie Class winner of each round are required to attend the podium ceremony without delay as directed by the Race Officials. Fastened race suits or Championship race clothing to be worn at all presentations, in addition to the Hankook Caps awarded for that round. Additionally all drivers will make themselves available for television and media interviews.

Failure to attend a ceremony by any driver who has won an award will be deemed an infringement of these regulations unless prior agreement has been given by the Championship Co-ordinator.

1.7.5 **Entertainment Tax Liability**

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that the Organisers of every round are required to deduct tax at the current rate applicable for any such payments they may make to non-UK residents.

Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

1.7.6 **Title to all Trophies**

If Provisional Results or Championship Tables being revised after any presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the organisers in good condition within 7 days.

1.7.7 **Bonuses**

The organisers reserve the right to provide additional awards for and during the Championship. Wherever prize money is payable, payment will only be made to the person nominated on that driver's Registration Form, unless amended in writing.

In order to qualify for any awards and/or bonuses, competitors must ensure that they comply with all Championship Regulations (including the Commercial Undertakings as published by RacingLine Limited) or specific regulations issued concerning the additional awards/bonuses.

2. CHAMPIONSHIP EVENT MEETINGS AND RACE PROCEDURES

2.1. Entries

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

2.1.3 Entries to the final two championship events will not be accepted from any driver unless the driver has competed in a minimum of two prior events.

2.1.4 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organisers in writing. MSA Regulation [D 25.1.2] applies.

2.1.5 The entry fee for each event shall be as specified in the Supplementary Regulation and on the entry form

2.1.6 Should an event be oversubscribed, the Meeting Organisers may permit a maximum of 20% more entries than permitted to start the race in accordance with the Track Licence who will be allowed to qualify for the race. Priority of entries will be given as follows:

a) Registered drivers in a chassis registered for use in the championship
b) Registered drivers in a non-registered chassis

2.1.7 Entries from competitors wishing to enter any event in a car using a non-registered chassis will only be accepted up to the number permitted to start the race in accordance with the Track Licence.

2.1.8 Those Drivers who do not qualify for a place on any of the three race grids of an Event (Reserve Drivers) will be placed onto the Reserve List for each race in the order of their qualifying time (the Reserve Number Order). As grids for Race 1 and Race 3 are based on fastest and second fastest lap respectively, reserves for these races may be different.

2.1.9 Reserves will replace withdrawn or retired entries in Reserve Number Order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Qualifying shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the pit lane and be released to start the Race after the last car to take the start has passed pit lane exit. Approval to start MUST be obtained from the Clerk of the Course.

2.1.10 Reserve Drivers will take precedence, in Reserve Number Order, over any driver whose qualifying times are disallowed and over any driver who qualifies entirely out of session.

2.1.11 Reserve drivers held in the pit lane will be kept in position for 2 complete laps after the start, after which they must return to their awning.

2.1.12 No refunds will be offered against Championship Registration Fees or Race Entry Fees, regardless of circumstance.

2.2. Briefings

Organisers should notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Competitors must attend all briefings (with their Team Manager and/or Representative if that

competitor is under 18).

2.3. Qualification Practice

2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (MSA Regulation [Q 4.5])

2.3.3 **Grids**

2.3.3.1 The grid for each race will be formed in accordance with and up to the maximum number of starters permitted by the MSA Circuit Licence for that venue.

Race 1 Grid positions will be determined from the fastest lap recorded by drivers during the official qualifying session.

Race 2 The grid will be derived from the order of the classified finishers list of Race 1. The first ten finishers in Race 1 will be reversed to form the grid of Race 2, with the rest of the field starting in their Race 1 finishing position. Therefore the winner of Race 1 will start in 10th position on the grid for Race 2. If fewer than 20 cars are listed on the classified finishers list, the first 50% of classified finishers will start Race 2 in reverse order. The greater number of cars will be in the second part of the grid. Retirements will be placed at the back of the grid in reverse order of retirement.

Race 3 Grid positions will be determined from the second fastest lap recorded by that driver during the official qualifying session.

2.3.3.2 Should two or more drivers have set identical times, priority will be given to the driver who set it at the earliest point in the official qualifying session

2.3.3.3 Drivers who qualify out of session will have preference over drivers who qualify in the correct session but have their qualifying times disallowed, but will not have priority over Reserve Drivers

2.3.3.4 Any competitor who withdraws from a race must inform the Clerk of the Course/Championship Co-ordinator at the earliest opportunity and, in any event, no later than 30 minutes before the start of the race. If one or more cars are withdrawn the grid may be closed up if sufficient time is allowed to do so.

2.4. Races

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (MSA Regulation [Q 5.4] applies)

2.5. Starts

2.5.1 All cars will be released to form up on the grid prior to the start in the formation as specified on the grid sheet.

2.5.2 The start will be via Standing Start.
The minimum countdown procedures/audible warning sequence shall be:

(i) 1 minute to start of Green Flag lap - Start Engines/Clear Grid
(ii) 30 Seconds - Visible and audible warnings for start of Green Flag Lap
(iii) A five second board will be used to indicate that the grid is complete
(iv) The red lights will be switched on five seconds after the board is withdrawn

2.5.3 Any cars removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.

2.5.4 Any driver unable to start the Green Flag Lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. In addition, any driver unable to maintain grid positions on the Green Flag, Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5 In the event of any starting lights failure, the Starter will revert to using the National Flag.

2.6. Session Red Flag

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the startline and RED FLAGS will be displayed at the startline and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pitlane during practice and to the starting grid area during a race unless otherwise directed by officials.

Cars may not enter the pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2.7 Pits, Paddock & Pitlane Safety

2.7.1. **Pits & Paddock**
Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2. **Pitlane**
The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on Drivers to take all due care and respect the pitlane speed limits.

2.7.3. **Refuelling**
May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
No refuelling is allowed during a race or qualifying.

2.7.4 **Speed Limit**
2.7.4.1 Pit lane speed limit will be 40mph or as notified in the Final Instructions or pre-event information bulletin.

2.7.4.2 Penalties for exceeding pitlane speed limit

During qualifying	A fine of a minimum of £100 and/or loss of qualify times
During a race	A time penalty of not less than 10 seconds and/or a fine of a minimum of £100 and/or a drive through penalty and/or exclusion from the race

2.8 Race Finishes

2.8.1 After taking the Chequered Flag drivers are required to
(i) progressively and safely slow down,
(ii) remain behind any competitors ahead of them,
(iii) return to the pitlane entrance/paddock entrance as instructed,
(iv) comply with any directions given by Marshals or Officials

(v) keep their helmets on and harnesses done up while on the circuit or in the pitlane

2.8.2 **Parc Fermé**

At the end of each qualifying session/race all cars must return immediately to Parc Fermé.

No work on the cars of any kind is permitted. No data may be downloaded.

No team personnel are permitted to enter the Parc Fermé area unless authorised to do so by the Championship Eligibility Scrutineer.

2.9 Results

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. MSA Regulation [D 26.3]

2.10 Timing Modules

2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified.

The Modules must be in place and functioning correctly for all Championship Official Testing, Qualifying Practice sessions and Races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 Qualification Races

Deleted

2.12 Operation Of Safety Car

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

2.13 On-Board Judicial Camera

2.13.1 All cars must carry the designated AIM Smarty Cam On-Board Judicial Camera during all sessions. Operating instructions for the On-Board Judicial Camera will be made available to all Entrants. No other in car video, still or motion picture cameras will be permitted without the written authority of the Championship Eligibility Scrutineer.

2.13.2 The onus is on the Entrant to ensure this On-Board Judicial Camera is fully functioning, switched on and recording for qualifying and all races. This must not be done more than five minutes prior to the car leaving the collecting area for qualifying and each race. They must be switched-off using the camera 'Off' button immediately after all cars have been released from Parc Fermé after qualifying and each race.
Should a car retire to the Pits or Paddock during qualifying or a race the On-Board Judicial Camera must remain switched on until the car is returned to its awning and all footage retained.

2.13.3 Competitors will be issued with four SD cards for each car identified as follows: Memory Cards will be marked Car number-Q. Car number-R1 etc. e.g. 1Q, 1R1, 1R2 1R3. All Memory Cards remain the property of Racingline Limited, but may be retained by the competitor for the season; it is their responsibility to ensure they are fitted to the correct car as detailed in these regulations. Any Memory Cards lost, damaged or broken must be replaced like for like by the competitor, at their cost, at the soonest opportunity.

If your Memory Card is required by the Clerk of the Course or Stewards then the next designated card should be inserted into the camera.

2.13.4 **Qualifying**

For the qualifying session, Memory Card "Q" must be installed in the camera. It is then the responsibility of the Entrant to start their respective camera prior to the start of the Qualifying session and to ensure it is recording. If there are any problems then immediately contact the Championship Eligibility Scrutineer.

At the completion of qualifying the Memory Card marked "Q" must remain in the camera until 1 hour prior to Race 1.

2.13.5 **Races**

Prior to Race 1, Memory Card "R1" should be installed. At the end of Race 1, the card "R1" will remain in the camera until 1 hour prior to Race2. At this point card "R2" will be installed. At the completion of Race 2, the card "R2" will remain in the camera until 1 hour prior to Race 3. At this point card "R3" should be installed. Card R3 should remain in the camera until 90 minutes after the completion of Race 3. If there are any problems then immediately contact the Championship Eligibility Scrutineer.

If your Memory Card is required by the Clerk of the Course or Stewards then a replacement Memory Card may be supplied by the Championship Eligibility Scrutineer.

2.13.6 The Championship Clerk of the Course reserves the right to impose an appropriate penalty on the competitor should:

(i) the camera not be switched on;
(ii) the memory card be tampered with, swapped or taken out;
(iii) the camera or memory card be deliberately damaged;
(iv) no camera data be made available on request for whatever reason.

This penalty may be up to and including a 10 place grid penalty at the following race (or 20 Championship Points at final race of the year).

2.13.7 If a Driver does not have an operational On-Board Judicial Camera or a memory card in his Camera at the start of the event they may not be allowed to race.

2.13.8 Only footage from the cameras requested by the Clerk of the Course will be viewed. Competitors are requested not to bring cameras to the Clerk of the Course.

2.13.9 Any footage gained from the Judicial Camera must be made available to the nominated film production company before the conclusion of the Event. Teams/Entrants are reminded that all footage obtained from the 2015 MSA Formula – Certified by FIA, Powered by Ford EcoBoost races remain the property of the Racingline Limited. For the avoidance of doubt, the competitor may not use any footage obtained for any commercial purposes including but not limited to any form of television broadcast (free to air, internet, pay per view, subscription, terrestrial, satellite), any other form of internet use, any advertising, sponsorship promotion or for any type of public performance – paying or otherwise, without prior permission from the Championship Co-ordinator

2.14 In Car Communications

For the purpose of safety, each driver must provide a Raceceiver tuned to the Championship frequency. This is a one way listen only device to allow drivers to hear safety information from the Clerk of the Course. The system is battery powered and completely stand alone. Drivers will be advised of the registered frequency at round 1. Drivers are required to use this system at all times during qualifying and racing. A system test will be carried out prior to official track activity. Team managers will be issued with a Raceceiver at round 1 to be retained for the season and must be returned at the final round. Details of this receiver are available from the Championship Co-ordinator.

2.15 Testing

2.15.1 **Official Test Days**
All registered drivers and teams are permitted to attend all Official Tests which will be confirmed in writing by the Championship Co-ordinator. These will normally be held on the Friday preceding the championship event at each venue (exceptions are events held at Donington Park and Thruxton).

2.15.2 **Non Official Testing**
All registered drivers and registered Entrants are not permitted to test (excluding Official Tests) on circuits in any MSA Formula M14-F4 Ford chassis included in the championship calendar until immediately after the final scheduled race at that circuit. For the avoidance of doubt, this restriction includes a team using a driver who is not registered for the championship.

2.15.3 All registered drivers are forbidden to test or race in any other single seater or sports racing car on circuits which are included in the championship calendar until immediately after the final race at that circuit, unless permission to do so is given in writing by the Championship Co-ordinator.

2.15.4 There are no testing restrictions at Silverstone or Rockingham (any configuration).

2.15.5 Registered drivers who fail to comply with these testing restrictions will be excluded from participating in the following official test day and will incur a penalty of five places in the starting positions at each of the three races of the following event in which they participate.

Registered Entrants who fail to comply with these testing restrictions may have their drivers excluded from participating in the following official test day and their drivers incurring a penalty of five places in the starting positions at each of the three races of the following event in which they participate.

3 CHAMPIONSHIP RACE PENALTIES

In accordance with Section C of the current MSA Yearbook and these Sporting Regulations.

3.1 Infringements of Technical Regulations

3.1.1 **Arising from post practice Scrutineering or Judicial Action**
Minimum Penalty: The provisions of MSA Regulation [C 3.3].

3.1.2 **Arising from post race Scrutineering or Judicial Action**
Minimum Penalty: The provisions of MSA Regulation [C 3.5.1 (a) & (b)].

For infringement deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation [C 3.5.1(c)].

3.2 Additional Specific Championship Penalties

3.2.1 In order to emphasise the importance of driving standards in the championship, licence penalty points awarded against a competitor in accordance with MSA Regulation [C 2.1.5] will be reflected in that competitors championship points total as follows:

a) On the first occasion where licence penalty points are imposed, no deduction will be made against a competitor's championship points total
b) After any first incident in the 2015 season where Penalty Points are applied, each Penalty Point imposed subsequently for each and every further offence relating to the 2015 MSA Formula Championship will then result in a deduction of 3 Championship Points from that driver's Championship score even if this results in a negative score.
c) This deduction will not apply to points awarded in the Teams Cup.

3.2.2 In order to maintain standards of conduct, the Championship Co-ordinator will monitor all officials / observers reports of adverse behaviour at race events. If any individual (or member of his mechanics/team/sponsor) is included in one such report during one racing season, they will receive written warning from the Championship Co-ordinator that their behaviour is to be specifically observed at future race events. Any adverse reports during this period of observation could result in a Championship steward's enquiry with possible loss of Championship points and refusal of further race entries.

4. TECHNICAL REGULATIONS

4.1 Introduction

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

4.1.1 MSA Formula is governed by the following Technical Regulatory documents. Competitors are required to read and understand:

- MSA Formula M14-F4 User Manual – latest version, as listed on msaformula.com website
- MSA Formula M14-F4 Parts Catalogue – latest version, as listed on msaformula.com website
- 2015 MSA Formula Technical Regulations
- 2015 FIA Formula 4 Technical Regulations Appendix J, Article 274

Specifications detailed in the User Manual and Parts Catalogue will take precedence.

4.2 General Description

4.2.1 The 2015 MSA Formula is solely for Mygale M14-F4 FIA (homologation number will be notified by Championship Bulletin) Formula 4 cars powered by the Ford 1600 EcoBoost engine (homologation number will be notified by Championship Bulletin), which must comply at all times with the Regulation Documents defined in 4.1.1.

Each car's MSA Race Technical Passport document for that chassis must be available for presentation at any point during each event.

4.2.2 **Examination Of Vehicles**

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made, the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

(a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples

(b) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship unless the car is found to be in breach of these Regulations

(c) In the event of an engine being required by the organisers in order to determine compliance with the regulations during the course of an Event, the relevant competitor must surrender the engine to the Championship Eligibility Scrutineer as soon as such notification is given. Under these circumstances, the organisers will be obliged to deliver another engine to the competitor concerned until the original is returned. The use of this spare engine will be at no cost to the competitor provided it is returned with its official seals intact and its usage is bound by the same terms as the original engine Lease Contract.

(d) Re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

(e) Seal the car and its components in accordance with MSA Regulations in such a manner as they may

choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these Regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these Regulations. Queries concerning eligibility should be referred in writing to the Championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

4.3 Safety Requirements

4.3.1 The following Articles of MSA Section K Safety Criteria Regulations will apply unless specified otherwise in the current FIA Formula 4 Technical Regulations Appendix J Article 274 and/or the current MSA Formula Technical Regulations:
[K 1]; [K 1.4]; [K 1.6.3]; [K 1.6.4]; [K 2.1.2] – [K 2.1.3]; [K 3]; [K 4]; [K 5]; [K 6]; [K 7]; [K 8]; [K 9]; [K 10]; [K 11] and [K 13].

4.3.2 **Frontal Head Restraint**
The use of a Frontal Head Restraint device is mandatory in accordance with MSA Regulation [Q 10.1(e)]

4.3.3 **Flame Resistant Clothing**
Drivers must wear flame resistant clothing in accordance with FIA Appendix L to the International Sporting Code

4.4 General Technical Requirements & Exceptions

4.5 Chassis

4.5.1 In accordance with

- MSA Formula M14-F4 User Manual – latest version, as listed on msaformula.com website
- MSA Formula M14-F4 Parts Catalogue – latest version, as listed on msaformula.com website
- 2015 MSA Formula Technical Regulations
- 2015 FIA Formula 4 Technical Regulations Appendix J, Article 274

4.5.2 A Registered Chassis will be defined as being one of the 32 chassis allocated pre-season by organisers which are permitted to enter the full season of the Championship. The Championship Eligibility Scrutineer will maintain the list of MSA Formula M14-F4 Ford registered chassis that are permitted to compete in the championship. No Team/Entrant may run more than three chassis in the championship unless agreed in writing by the organisers.

4.5.3 If any one of the registered chassis remain unused for two or more events during the season, the organisers reserve the right to withdraw the registered chassis status of that chassis and transfer the registered chassis status rights to another non-registered chassis for the remainder of the season.

4.6 Bodywork

In accordance with

- MSA Formula M14-F4 User Manual – latest version, as listed on msaformula.com website
- MSA Formula M14-F4 Parts Catalogue – latest version, as listed on msaformula.com website
- 2015 MSA Formula Technical Regulations

- 2015 FIA Formula 4 Technical Regulations Appendix J, Article 274

4.7 Engine

4.7.1 In accordance with

- MSA Formula M14-F4 User Manual – latest version, as listed on msaformula.com website
- MSA Formula M14-F4 Parts Catalogue – latest version, as listed on msaformula.com website
- 2015 MSA Formula Technical Regulations
- 2015 FIA Formula 4 Technical Regulations Appendix J, Article 274

4.7.2 The only engines permitted in Championship Events and Official Tests are engines sealed by the Championship Eligibility Scrutineer and supplied on a lease-only basis by the appointed Championship Engine Supplier, Sodemo. Once supplied, the engine may not be modified in any way whatsoever, except where specifically permitted by these Technical Regulations, or with the written permission of the Championship Eligibility Scrutineer.

4.7.3 No engine may be used in the championship events or Official Tests if unsealed or if its origin is not recognised by the organisers.

4.7.4 **Engine Seals**

4.7.4.1 The Championship Eligibility Scrutineer will attach seals to each engine prior to it being used for the first time at an event.

4.7.4.2 It is the competitor's responsibility to ensure that all seals remain intact. Should the Championship Eligibility Scrutineer discover any tampering or seal absence, a report of "Non Compliance" will be submitted to Clerk of the Course. Seals must be untouched unless or until the Championship Eligibility Scrutineer gives his written permission for their removal/breakage under his supervision.

4.7.4.3 Any engine repair, revision or preparation must be carried out only by the Championship Engine Supplier which will provide, together with the Championship Eligibility Scrutineer, for the engine to be re-sealed.

4.7.5 **Engine Usage**

4.7.5.1 Each chassis (or replacement chassis) may use no more than one engine for the entire championship including all events and Official Tests in which that chassis competes. The identity of this one engine will be recorded against the chassis number at the beginning of the qualifying session of the first event of the championship. This engine must be used for all events in that chassis in accordance with the present Regulations.

4.7.5.2 If an Entrant changes a driver at any point during the championship the replacement driver must use the engine which the original driver had been using in that chassis.

4.7.5.3 This engine may be rebuilt (only by Championship Engine Supplier) once during the season provided any parts which are replaced are of identical specification to the original parts. If the engine block, or cylinder head, or sump are replaced during such a rebuild this will be considered a replacement engine.

4.7.5.4 In addition to the rebuild permitted by Article 4.7.5.3, the engine cam cover seal(s) may be broken by the Championship Eligibility Scrutineer for the purpose of allowing the Championship Engine Supplier to check and adjust valve clearances. Such checks may only be carried out with the permission of the Championship Eligibility Scrutineer and new seal(s) will be applied to the cam cover.

4.7.6 **Replacement Engines**

4.7.6.1 Other than the straightforward replacement of one engine unit with another, a replacement will also be deemed to have taken place if any of the seals are damaged or removed from the original engine after it has

been used for the first time (other than during the rebuild permitted by Article 4.7.5.3 or the checks permitted by Article 4.7.5.4).

4.7.6.2 Should a chassis use a replacement engine, the Registered driver of that chassis will drop ten places on the starting grid for the next three races in which he takes part:

- regardless of which chassis he drives at those next three races;
- regardless of who was driving the car at the point at which an engine failure occurred;
- unless that driver withdraws from the Championship, in which case the Replacement Driver will not be required to take this penalty;
- unless there is dispute about the cause of a failure (under 4.7.6.2), in which case organisers may defer the penalty until the start of the subsequent Event that the driver takes part in to allow investigation work to be completed.

4.7.6.3 Should it not be possible for a driver to take this penalty in full, for example the engine change happening during the final Event, or a driver withdrawing from following Events, the organisers will amend this grid place penalty to become a 7 point deduction from their Championship points total (including Rookie Class points if applicable) for each of any of the three races that the driver could not take his grid place penalty (therefore up to 21 points for three races).

4.7.6.4 A penalty will not be incurred for an engine revision and/or replacement if the organisers are satisfied that an engine has been genuinely damaged following an accident on the track. Once any such engine has been repaired or replaced it may be re-fitted to the original chassis without incurring a penalty.

4.7.6.5 A penalty will not be incurred for an engine revision and/or replacement if the Championship Eligibility Scrutineer deems an engine performance variation/ failure to be a no-fault cause or manufacturing defect, and request that the organisers permit the revision and/or replacement without any Championship Penalty. Once any such engine has been repaired or replaced it may be re-fitted to the original chassis without incurring a penalty.

4.7.6.6. A penalty will not be incurred for the fitment of an Engine leased by the Championship Engine Supplier for a single Event, the use of which has been authorised for that Event by the Championship Eligibility Scruitneer, providing this Engine does not replace an Engine that has been leased for the 2015 Championship which has been previously allocated that chassis.

4.7.6.7 No Engine swaps between Chassis are permitted for all events and Official Tests.

4.7.6.8 During an event, an Engine may only be exchanged for a replacement Engine (supplied by the Championship Engine Supplier) where the Championship Eligibility Scrutineer is satisfied that data or inspection prove that a clear mechanical failure or damage has occurred.

4.7.6.9 An engine will be deemed to have been used once the car's timing transponder has shown that it has left the pit lane.

4.8 Suspensions

In accordance with

- MSA Formula M14-F4 User Manual – latest version, as listed on msaformula.com website
- MSA Formula M14-F4 Parts Catalogue – latest version, as listed on msaformula.com website
- 2015 MSA Formula Technical Regulations
- 2015 FIA Formula 4 Technical Regulations Appendix J, Article 274

4.9 Transmissions

4.9.1 In accordance with

- MSA Formula M14-F4 User Manual – latest version, as listed on msaformula.com website
- MSA Formula M14-F4 Parts Catalogue – latest version, as listed on msaformula.com website
- 2015 MSA Formula Technical Regulations
- 2015 FIA Formula 4 Technical Regulations Appendix J, Article 274

4.9.2 The only permitted gearbox is the SADEV SL75-14 LW F4, homologated for FIA F4. All six forward gears and a single reverse gear must be fitted at all times when a car runs during an event. The only permitted gear ratios, solely supplied by the original manufacturer, are:

Mandatory Gears	
1st	14/37
2nd	18/35
3rd	18/28

Optional Gears			
4th	21/27	or	22/29
5th	20/22	or	24/28
6th	27/26	or	22/23

4.9.3 The only permitted original manufacturer Crown Wheel and Pinion ratio is 10/31.

4.10 Electrics

In accordance with

- MSA Formula M14-F4 User Manual – latest version, as listed on msaformula.com website
- MSA Formula M14-F4 Parts Catalogue – latest version, as listed on msaformula.com website
- 2015 MSA Formula Technical Regulations
- 2015 FIA Formula 4 Technical Regulations Appendix J, Article 274

4.11 Brakes

4.11.1 In accordance with

- MSA Formula M14-F4 User Manual – latest version, as listed on msaformula.com website
- MSA Formula M14-F4 Parts Catalogue – latest version, as listed on msaformula.com website
- 2015 MSA Formula Technical Regulations
- 2015 FIA Formula 4 Technical Regulations Appendix J, Article 274

4.11.2 The only permitted brake pads for front and rear brakes are those listed in MSA Formula M14-F4 Parts Catalogue – latest version, as listed on msaformula.com website

4.12 Wheels/Steering

In accordance with

- MSA Formula M14-F4 User Manual – latest version, as listed on msaformula.com website
- MSA Formula M14-F4 Parts Catalogue – latest version, as listed on msaformula.com website
- 2015 MSA Formula Technical Regulations
- 2015 FIA Formula 4 Technical Regulations Appendix J, Article 274

4.13 Tyres

4.13.1 Only the dry-weather tyres which have been supplied at that event by the appointed supplier, Mr Tyre Motorsport Ltd, of the following measurements and product number may be used throughout the event:

	Pattern	Size	Specification No
Front Tyre	Slick	180/550R13	F200 C92
Rear Tyre	Slick	240/570R13	F200 C92

Front Tyre	Wet	180/550R13	Z206 W52
Rear Tyre	Wet	240/570R13	Z207 W52

The organisers reserve the right to amend these specifications.

Competitors may transport wet-weather tyres from one Event to another provided they were allocated to them by the appointed supplier.

4.13.2 Each new tyre used must be to the specification as supplied by Hankook. Any modification or treatment including cutting, grooving, the application of water, solvents or softeners, the use of heat retaining (and/or cooling) devices or pre-heating/cooling is prohibited. This applies to both wet-weather and dry-weather tyres. Only tyres bearing the Championship Identification Mark may be used during all Official Testing, qualifying and race sessions for each event.

4.13.3 For the whole duration of the event, no artificial warming of the wheel, tyre, or other component of the inflated wheel assembly is permitted. Any tyre protection cover used during transit of the car within the confines of the circuit must be a loose fit onto the tyre, they must not be of a temporary construction and must be capable of being reused many times. No cleaning or removal of rubber pick-up from the tread area of the tyres is permitted using any form of other mechanical aid.

4.13.4 Covering of the tyres on the grid is not permissible.

4.13.5 The organisers reserve the right to impound and/or replace event nominated tyres at any time before, between and after qualifying and races. Responsibility for the wheels and tyres remain with the competitor throughout the period they are held by the organisers and/or Official Tyre Suppliers.

4.13.6 Slick tyres allotted to each vehicle for each event's qualifying and races is: - Three front tyres new - Three rear tyres new. These tyres must remain new for the qualifying session.

4.13.7 The 6 slick tyres allocated for the event must be new and supplied at that event.

4.13.8 There are no restrictions on the numbers of tyres to be used during testing including Official Tests.

4.13.9 At the organisers discretion, each competitor's new tyre allocation for each event may be drawn by lottery.

4.13.10 Each competitor must nominate, on the form provided by the Championship Eligibility Scrutineer, the manufacturer's serial numbers of the tyres for use at each event. This form must be handed to the Championship Eligibility Scrutineers prior to the start of the first qualifying session.

4.13.11 It is the competitor's responsibility to ensure that the tyre serial numbers to be used during the event are correctly recorded on the nomination form.

The Officials appointed for the race will, at any time, during the Event, conduct spot-checks. Non-compliance with this provision will be sanctioned by the Race Officials, up to exclusion from the race.

Pre-heating and any modification or treatment or the application of solvents altering the tyres compound are strictly forbidden. Tyres may only be inflated with air or nitrogen.

Should any qualifying session or race be declared wet, tyres will not be limited. If wet tyres are used, the rain light must be switched on.

4.13.12 The replacement of any tyre is subject to the prior mutual agreement of the Championship Eligibility Scrutineer and a representative of Hankook Tyres. Any damaged or punctured tyre will be replaced on a "like for like" basis and both tyres must presented before any approval may be given.

4.13.13 Only tyres nominated for that event are permitted in the pitlane during official qualifying sessions and races.

4.13.14 At the discretion of the organisers, a tyre Parc Fermé may be established at any event at any time. In this case, the tyres will be made available to competitors in the tyre Parc Fermé no later than 60 minutes before the qualifying session and/or races.

Competitors will deliver the tyres back to the same place no later than 20 minutes after opening hours of the tyre parc fermé established for official qualifying session and each race.

All tyres, when under the control of a team, must remain visible within the team's designated garage area at all times during circuit-open hours of an event.

4.13.15 **Procedure for the Testing of Tyres**
Tyre testing may be carried out at any time, before, during, or after a Competition on the instructions of the Clerk of the Course, Technical Commissioner, Chief Scrutineer, Eligibility Scrutineer or Steward.

4.13.15.1 The Clerk of the Course must always be notified of the intention to carry out tyre testing.

4.13.15.2 New unused MSA approved fuel sample containers, or other containers approved by the MSA, capable of being sealed by the authorised sampling official must always be used for the storage of tyre rubber samples.

4.13.15.3 Where there is the possibility that the tyre(s) may have "picked up" rubber from the track surface, the entrant shall be permitted (or may be required by the Eligibility or Chief Scrutineer) to remove the "pick up" from the tyre(s) with a mechanical device, such as a scraper. Rubber residue from the cleaning process must be collected and retained by the Chief Scrutineer for further testing as appropriate, and in a container as per 4.13.15.2. This residue sample must be differentiated from the tyre rubber sample by means of clear labelling and segregation.

4.13.15.4 Removal of rubber samples from the tyre must be done in a controlled and preferably clean environment within the Venue, such as in the scrutineering bay, and always under the supervision of the Chief Scrutineer or Eligibility Scrutineer. Removal onto a clean, uncontaminated surface is essential. The tyre rubber sample(s) will then be subjected to testing in the approved manner as detailed below. The competitor (or in the case of minors, the Competitor and his Parent or Guardian) shall have the right to be present.

4.13.15.5 Three samples will be taken and must be sealed and labelled in separate MSA approved containers as per 4.13.15.2. Details of sealing must be notified to the Clerk of the Course. Prior to sealing, the samples should be wrapped in clean aluminium foil to prevent contact with any plastics.

4.13.15.6 Each sample must be a minimum of 1mm width, 25mm length and 0.3mm depth.

4.13.15.7 Each sample shall be placed and sealed in a tamper-proof evidence bag and each bag signed by:
(i) the Chief Scrutineer or Eligibility Scrutineer and
(ii) the Competitor.

4.13.16 **Analysis Testing**

4.13.16.1 The results of all analysis testing will be compared for compliance with the relevant tyre manufacturer's specification for that model retained by the organisers.

4.13.16.2 The Entrant is entitled to select one of the samples for their retention (the "Entrant's Sample") and to nominate a testing laboratory on the list of the United Kingdom Accreditation Service (UKAS) for the independent testing of that sample, if required as per 4.13.16.6.

4.13.16.3 The remaining two samples must be delivered by the organisers to the MSA, normally within 10 days of the

event.

4.13.16.4 The MSA will then select one of these two samples at random and arrange testing of the selected sample at a laboratory on the UKAS list, or a laboratory approved by another ASN. The breaking of the seal must be witnessed by a representative of the MSA.

4.13.16.5 The result of this MSA first test will be notified pursuant to 4.13.19.

4.13.16.6 If the result of this MSA first test confirms noncompliance (4.13.16.1), the Entrant may, within 14 days of being notified of this non-compliance (4.13.16.5), submit the Entrant's Sample for testing at the laboratory nominated by them (4.13.16.2) and at their expense (4.13.20.2). The Entrant must be given the opportunity to be present at this test and the test, including the breaking of the seal(s), must be witnessed by a representative of the MSA.

4.13.16.7 If the Entrant does not submit the Entrant's Sample for testing within the said 14 days (4.13.16.6), or if the result of their test confirms non-compliance (4.13.16.1), the tyre(s) will be deemed ineligible and notification will be given under 4.13.19.

4.13.16.8 If the result of the Entrant's test confirms compliance (4.13.16.1), then the MSA will arrange for the remaining third sample to be tested by a laboratory on the UKAS list not previously used in this particular testing process. The Entrant must be given the opportunity to be present at this test and the test, including the breaking of the seal(s), must be witnessed by a representative of the MSA.

4.13.16.9 Where testing takes place under 4.13.16.8, the MSA and the Entrant agree that the result of this third test will conclusively determine the compliance or noncompliance of the tyre(s) (4.13.16.1). Notification will be given under 4.13.19.

4.13.17 **Comparison Testing**

4.13.17.1 The results of all comparison testing will be compared for compliance with the results obtained from a sample taken from the same manufacturer and model of tyre, from the same controlled source, at the beginning of the Event.

4.13.17.2 Comparison testing will only be implemented where tyres for the Event are provided by the organisers for all competitors in the class(es) from a single controlled source.

4.13.17.3 One sample, selected at random, will be tested on-site by an MSA approved official and in accordance with MSA approved procedures, subject to Championship Regulations.

4.13.17.4 If the result of this test confirms compliance (4.13.17.1), no further action will be taken.

4.13.17.5 If the result of this test confirms non-compliance (4.13.17.1), the Entrant will be informed and will be given the opportunity to select one of the two remaining sealed samples for testing in their presence.

4.13.17.6 If the Entrant chooses not to have a sample tested, or if the result of this second confirms noncompliance (4.13.17.1), the tyres will be deemed ineligible and notification given under 4.13.19.

4.13.17.7 If the result of this second test confirms compliance (4.13.17.1), the remaining third sample will be tested; the Entrant must be given the opportunity to be present at this test.

4.13.17.8 Where testing takes place under 4.13.17.7, the MSA and the Entrant agree that the result of this third test alone will conclusively determine the eligibility of the tyre(s) (4.13.17.1). Notification will be given under 4.13.19.

4.13.18 **Storage of Samples**

4.13.18.1 Samples retained by the MSA or its authorised Officials must be stored in a secure location.

4.13.18.2 If there is any evidence that any seal and/or container has been tampered with, then that sample will be deemed to have failed the relevant test.

4.13.19 **Notification of Results**

The result of either Analysis or Comparison tyre testing will be reported to the MSA or its authorised official and must be communicated to the Clerk of the Course, Technical Commissioner(s), Chief Scrutineer and Eligibility Scrutineer prior to publication (C3.1.1).

4.13.20 **Cost of Testing**

4.13.20.1 Unless tyre testing is specifically authorised by the MSA, the cost of testing shall be initially borne by the Club, organisation or individual requesting the test. However, whenever the conclusion of the testing procedure confirms non-compliance, then the Entrant shall be ultimately responsible for all costs and fees arising from the testing procedure.

4.13.20.2 Where the Entrant chooses to submit a selected sample for testing at a laboratory of their own choice (4.13.16.6), they will be responsible for all charges relating to that testing.

4.14 Vehicle Weight

4.14.1 The minimum weight of the car at any time during competition shall be 540kg.

4.14.2 The minimum weight of the car plus driver at any time during competition shall be 615kg.

4.15 Fuel Tank/Fuel

4.15.1 **Fuel Tank & Location**

In accordance with

- MSA Formula M14-F4 User Manual – latest version, as listed on msaformula.com website
- MSA Formula M14-F4 Parts Catalogue – latest version, as listed on msaformula.com website
- 2015 MSA Formula Technical Regulations
- 2015 FIA Formula 4 Technical Regulations Appendix J, Article 274

4.15.2 **Fuel**

The championship fuel will be Petrochem Carless Hyperflo 300. The use of this Championship fuel is mandatory during all Official Testing, Qualifying and Races.

It is not permitted to inject or use any fuel or additive other than that specified in these Regulations.

Fuel samples may be taken at any time during or after Official Testing, qualifying or races to be analysed for conformity.

To facilitate the taking of fuel samples and to confirm the minimum fuel remaining, fuel may only be obtained via an FIA approved dry break coupling and fitted pipe minimum length 300mm.

A minimum of 3 litres of fuel must remain in the car when it arrives in Parc Fermé at the end of each qualifying session and/or race. Should tests prove that the fuel sample is not that specified for the championship, or there is insufficient fuel remaining in the car (minimum 3 litres), then the competitor will be deemed to be in breach of these championship regulations.

The organisers reserve the right to nominate an alternative fuel in the event of force majeure

4.16 Silencing

The vehicle must comply with MSA Regulations [J 5.17] and [J 5.18] at all times.

4.17 Numbers/Decals

4.17.1 Competition numbers must be displayed in accordance with MSA Regulation [J 4]. Numbers must have a minimum digit height of 6.25" or 165mm, stroke width 1" or 25mm, bordered by minimum of 1" or 25mm of white backing panel. Cars competing in the Rookie Class must display their competition numbers over a yellow backing panel.

4.17.2 Branding supplied by the organisers must be displayed in the areas as specified in the Race Car Championship Livery Positions Document contained in the Commercial Undertakings. Failure to adhere to this regulation will be deemed to be a breach of these championship regulations and may result in loss of Championship points.

No car, overalls or team branding may carry any form of sponsorship or advertising which conflicts in any way with FIA or MSA guidelines, with Ford Motor Company and/or its associate companies or championship sponsors. Any car, overalls or team which do so may not be permitted to take part in the championship. The decision of the organisers is final.

5. APPENDICES

5.1 Race Organising Club and Contacts

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Please do not call mobile numbers after 7pm.